

BRITISH RETAKE AYETTE; REPEL VIOLENT BLOW

Haig's Troops Regain Ground
East and South of City
of Arras.

FRENCH HALT HARD ATTACK

Petain's Forces Push Forward East of
Lassigny and Mow Down Attacking
Huns South of Moreuil—Foe
Beaten Back.

Paris April 4.—A German attack south of Moreuil Thursday night was repulsed by the French fire and the enemy was unable to gain a footing in any part of the French positions, the war office announces, except at one point. The French also broke up a German attack near Reilly and gained ground north of Flenmont. The war office announcement says:

"The day was marked by quite spirited artillery fighting, particularly between Montdidier and Lassigny. Our batteries caught under their fire enemy concentrations east of Cantigny. A strong German reconnaissance attack by our troops on the left bank of the Oise, southwest of Servais, was repulsed.

"In the Woivre and upper Aisne enemy attacks were without result.

"The night was relatively calm on the front between the Oise and the Somme. The artillery fighting became rather heavy along some parts of the battlefield.

"Franco-British troops made some progress between the Somme and Demuin.

"In the region of the Colonne trench and at Ban de Sept the French made two successful raids."

British Repulse Huns

London, April 4.—British troops, after sharp fighting Tuesday night, repulsed a determined attack by the Germans in the neighborhood of Fampoux, the war office announced.

The town of Alette (about eight miles southwest of Arras) is again in British possession, the statement announces. The statement reads:

"At dawn yesterday a determined attack made by a strong party of the enemy against our positions in the neighborhood of Fampoux was repulsed after sharp fighting. A number of German dead and a few prisoners were left in our hands.

"A successful local operation was undertaken by us last night in the neighborhood of Alette, which is now in our possession."

Hun Prisoners Taken.

"Over a hundred prisoners and three machine guns were captured by us," the official announcement says.

"We secured a few prisoners yesterday through the enterprise in the neighborhood of Serre already reported.

"There is nothing further to report from the battle front.

"Lincolnshire troops raided the enemy's trenches northeast of Loos yesterday morning and captured 81 prisoners and a machine gun. Another successful raid in which we captured a few men was carried out by us last night northeast of Poelcappelle."

Down 16 Hun Planes.

British aviators were very active Monday on the battle front in France, dropping 17 tons of bombs and bringing down 10 German airplanes and two balloons. The official statement on aviation says that the night bombing squadrons dropped bombs on railway stations in the area behind the German lines. The statement reads:

"There was good visibility Monday, and our low-flying airplanes again were active. More than seventeen tons of bombs were dropped, and thousands of rounds were fired from the air at the enemy's infantry and other targets on the ground. Hostile aircraft also were active on the southern portion of our front, some of their two-seated machines firing at our troops with machine guns from low heights.

"Ten hostile airplanes were destroyed and six others driven down out of control. Another airplane was brought down within our lines by infantry. Two hostile balloons were destroyed by our airplanes. Eleven of our machines are missing.

"After dark our night-flying machines bombed enemy railway stations, billets, troops and transport, dropping many bombs on the Cambrai railway station, on the railway line south of that town, as well as on other targets. All of our machines returned."

British Official Report.

The report from Field Marshal Haig's headquarters in France Tuesday night says:

"Except for minor enterprises which we carried out in the neighborhood of Serre and as a result of which we captured a German post, the day passed more quietly on the whole battle front.

"In the course of the fighting in the area between the Aisne and the Luce rivers we captured 50 prisoners and 13 machine guns. A large number of German dead were found on the ground and two counter-attacks attempted by the enemy later in the day were broken up with heavy loss by our artillery.

German Battery Silenced.

"A German battery in action in this area was successfully engaged at night.

PRESIDENT GIVEN MORE FREEDOM

AMENDMENT ALLAYS OPPOSITION
— WILSON NOT OPPOSED TO
CHANGES, 'TIS SAID.

Senator Overman Predicts Substantial
Majority When Proposed Act Comes
Up For Passage—Will Give Presi-
dent Greater Freedom of Action.

Western Newspaper Union News Service

Washington.—Early compromise in the Senate on legislation for further co-ordination and reorganization of the Government's war-making agencies appeared in sight as a result of negotiations between Democratic and Republican leaders for revision of the Overman bill, which would give President Wilson greater freedom of action. Amendments virtually agreed upon largely to harmonize differences, allay Republican opposition, and to secure support in the Senate from all sides except the group of Senators unalterably insisting upon the Military Committee's bills for a War Cabinet and Munitions Director.

"President Wilson was said to have no objection to the changes proposed and it is expected that the Senate Judiciary Subcommittee, headed by Senator Overman, will redraft the bill. As it is proposed to amend the measure, the President would not be given any new substantive authority, and provisions in the Overman bill which Republicans have regarded as conferring new and too broad powers upon the President are to be eliminated. The amendments, however, would retain the principal provisions authorizing the President to transfer departments, bureaus, commissions and other agencies and their personnel as he might deem necessary to effect greater co-ordination and efficiency in prosecuting the war. It is proposed to strike out a clause giving the President power "to employ by executive order any additional agency or agencies and to vest therein the performance of such functions as he may deem appropriate," thereby limiting the Executive's authority to changes in existing agencies and without power to create any new ones.

SURPASSES SPEED RECORDS

First 12-Cylinder Type Go "Over
There" Five Months Ahead of
Its Original Schedule.

Washington.—The first American-built battle planes are on the way to the front in France. Equipped with 12-cylinder Liberty motors and representing the latest product of combined allied ingenuity, they have surpassed in tests all records for speed and climbing for planes of their type. They are being delivered practically five months ahead of schedule. Other battle planes will follow immediately and in quantity. The peak of enormous production, brought about through typical American standardization, will be reached within the next month, when thousands of them will be on their way to cloud the western skies against the German hordes.

Physician Attacked By Passengers.

Huntington, W. Va.—Passengers on board a Huntington-Ashland Interurban car are said to have united in administering a severe beating to Dr. John R. Keese, 37 years old, a Wayne county physician, when the latter is alleged to have declared "The Kaiser is the King of the world, and it is useless to oppose him." He denied that he had praised the Kaiser or sung any German airs. The Commissioner ordered him held to the Federal Grand Jury.

Packtown Homes Are Visited.

Chicago.—First-hand information of living conditions of stock yard employees in the district "Back of the Yards" was obtained by Federal Judge Samuel Aischuler arbitrator in the dispute between packers and their employees over wages and working conditions when he visited the district and inspected homes of workers.

Germans Foiled Again.

With the American Army in France. —The Germans again attempted a raid against the American lines, but the raiders were discovered, and the artillery, responding to rocket signals, laid down a heavy barrage almost instantly. The Germans' path back to their lines was marked by red lines.

Ship Hit; 110 Drown.

Paris.—One hundred and ten persons perished when the steamer Ladivies was torpedoed in the Mediterranean on February 1, according to an official announcement. The attacking submarine was not seen. The French steamer Ladivies, of 1,777 tons, hailed from Marseilles.

range and silenced by our machine guns.

"A successful local enterprise carried out by us in the neighborhood of Hebuterne resulted in the capture of 73 prisoners and three machine guns. Many Germans were killed in this operation also, and a hostile counter-attack during the afternoon was completely repulsed.

"On the remainder of the front successful raids in which we secured several prisoners and killed a number of the enemy, were carried out in the neighborhood of Acheville and Hollebeke."

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DISTRIBUTION OF LABOR IS NEED

Lack of Comprehensive System
Responsible for Present
Bad Conditions.

WAR WORK INTERFERED WITH

Special Bulletin of American Association
for Labor Legislation Sets Forth
the Facts—United Federal Employ-
ment Service, It is Asserted, Would
Solve the Problem.

That the present chaos in the labor market is due not to so-called labor shortage, but to the lack of an adequate system for distributing the available labor supply to meet the need of rapid and sustained production of war materials, is the declaration made in the third special bulletin on "Labor Laws in War Time," issued by the American Association for Labor Legislation.

"In some industries there is a dearth of labor; in others an oversupply," the bulletin asserts. "The war work of the government is being seriously hampered because a comprehensive system of labor distribution has been lacking in this country."

President Wilson's reorganization of all labor placing activities of the government into a single bureau under the secretary of labor is termed "far-reaching emergency action which points the way to the legislation that is necessary to put such service on an adequate, permanent basis." Passage of the Robinson-Keating bill is urged to extend and unify all labor exchange work of the government and provide "the machinery and funds not only to mobilize our labor population for war strength but also to make possible the re-absorption of the fighting men back into industry with intelligent vocational guidance and without confusion, as well as insuring the continued stabilization of the labor supply to meet the growing requirements of the future.

In such a unified federal employment service, according to the association, lies also the necessary first step in solving the ever-recurring problem of unemployment.

Maternity insurance, such as our allies have adopted for the protection of working mothers and their babies against avoidable suffering and impaired strength, is declared to be a need accentuated by the entrance of a large army of women into both heavy and light occupations to replace men serving in the fighting forces.

"Many occupations hitherto regarded in this country as exclusively men's work," the bulletin declares, "have been thrown open to woman workers by many employers in this emergency. They are in railroad office, shop and track work, in munitions factories, in elevator and messenger service, in farming, in street car operation, in manufacturing establishments filling government contracts. Thousands thus engaged will become mothers. All are potential mothers. The prohibition of the employment of women immediately before or after childbirth, now being urged by the committee on women in industry of the council of national defense, to protect our human resources, will not serve its full purpose unless accompanied by maternity benefits to tide over the loss of earnings at the time when most needed."

The orders of the chief of ordinance and the quartermaster general calling for the observance of protective standards for labor in war industries are commended in the bulletin as "among the most enlightened official human documents ever issued by any government either in war or in peace," and the soldiers' and sailors' insurance act as "one of the most significant of all measures of social insurance."

NO REAL NEED TO IMPORT LABORERS

There are local labor shortages which should encourage the justly discontented to seek a situation with better wages, better hours, or better housing; thus the East wants shipyard workers, the industrial cities of the Great Lakes automobile workers and machinists, and "Omaha has two jobs open to every person seeking work." But there is no such general shortage as to encourage demand for the special importation of labor, unless we are to use Porto Ricans to answer strictly seasonal agricultural needs. The situation is one in which industry will not suffer, but in which organized labor can move effectively to raise standards of employment in those fields where they sagged in the days of a plethora of unskilled labor.

To Unionize Negro Workers.

The American Federation of Labor has taken up the work of unionizing the skilled and unskilled negro labor which has migrated to Northern industrial cities from the South as a result of the war. Dr. R. R. Moton, Booker T. Washington's successor at Tuskegee, Ala., headed the negro delegation conferring with the federation officials.

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TO ENROLL SKILLED MEN

United States Public Service Reserve
Has Full Indorsement of the
Trade Nations.

The International trade unions have decided to give complete co-operation with the movement to enroll the industrial forces of the nation in the United States public service reserve. All trades union men in the Northwest are now receiving a call from the reserve to place their skill at the service of the country if they have not already entered upon some form of war work.

Twenty thousand artisans are wanted for the Puget Sound shipyards, and a minimum of 125,000 more for yards in other sections of the country. Enrollment in the United States public service reserve does not bind any man, but gives the government a complete record of his abilities so that he can be obtained to fill an important job if he is satisfied with the wages and conditions.

"We appreciate highly the way the labor unions have caught the spirit of the United States public service reserve," said William E. Hall, national director. "Everywhere they are supporting the movement to enroll the industrial power of the nation in the reserve, where it may be drawn upon as needed by the national war program. The fact that only voluntary service is intended, with good wages, has appealed broadly to the American workman."

"The situation requires co-operation," continued Mr. Hall. "Neither organized labor, nor anything short of harmonious action by the nation as a whole, can meet the need. Patriotism is confined to no class. The nation must have the complete working support of both the union and the non-union man to be able to successfully fill the tremendous demands of this war. The supreme immediate need is for men who can fit into shipwork, where the opportunity for patriotic service, at good pay, is immeasurable."

Local enrollment agents have been appointed in most of the districts of the Northwestern states, and others are being selected as fast as the organizing machinery of the public service reserve and the department of labor can handle the matter. An intensive campaign for enrollments will be conducted.

COMPENSATION LAWS ALMOST UNIVERSAL

Workmen's compensation laws have been passed by congress and by the legislatures of 35 states. The act of congress, passed September 7, 1916, is entitled, "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties and for other purposes." The broad principle and general scope of the national law are stated in the first section as follows: "That the United States shall pay compensation as hereinafter specified for the disability or death of an employee resulting from a personal injury sustained while in the performance of his duty, but no compensation shall be paid if the injury or death is caused by the wilful misconduct of the employee or by the employee's intention to bring about the death or injury of himself or of another, or if intoxication of the injured employee is the proximate cause of the injury or death." This law establishes the liability of the national government for the injury or death of its employees while in the performance of their duties and the different state laws define the liability of the employees in other terms.

Plea for Unity in Industries.

A strong appeal for perfect organization of America's industrial forces and greater co-operation between employer and employee was sounded by William B. Wilson, secretary of labor, in an address at a public mass meeting at St. Paul.

"A tremendous amount of material is necessary to properly equip our armies at the front, and to secure this equipment will require the most perfect organization of our forces at home and the highest possible standard of efficiency," Secretary Wilson declared. "It will require that our industrial disputes be abandoned at least until after the war, not by the process of crushing the worker or the employer into submission but by the process of doing justice to both and to the public at large.

"Comprehensive plans are under consideration by the council of national defense, which, if put into operation, will eliminate all serious troubles until we have disposed of the common enemy."

Unorganized Men Get Raise.

An increase of 10 per cent in the wages of 15,000 unorganized employees of the Northern Pacific railroad and of 500 employees of the Northern Express company, effective January 1, was announced by Mr. Hannaford, president. A similar increase to 3,500 clerks and station employees was granted.

Getting to Work Quickly.

The 80 branch organizations of the American alliance for labor and democracy, which was recently indorsed by the Federation of Labor at its convention at Buffalo, have already been formed.

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TRUSTEE'S SALE
OF
VALUABLE CENTRAL STREET
PROPERTY.

By virtue of the powers and authority vested in me as Trustee by that certain Trust Deed, dated February 8, 1913, of record in the office of the Register of Knox County, Tenn., in Trust Book No. 154, at page 260, made by N. A. Schubert and E. B. Henry, to secure an indebtedness of Six Hundred (\$600.00) Dollars to H. A. E. Parsons, I will sell to the highest bidder for cash and in bar of all right and equity of redemption, the following described real property, to-wit:

Situate, lying and being in the first civil district of Knox County, Tenn., a house and lot on South Central Street in the City of Knoxville, between Church and Clinch Avenues, fronting fifty (50) feet on the West side of Central Street and running back from said frontage between parallel lines to the property of the First Presbyterian Church; and being the same property that was conveyed to the said Schubert and Henry by L. C. May and wife, Edith C. May, by deed dated June 12, 1909, and of record in said register's office in Deed Book No. 229, at page 310.

I will make said sale of said property at the North door of the Court House in Knoxville, Tenn., on Saturday the 13th day of April, next, at 11:00 o'clock, A. M. Said sale will be made at the request of the holder of the note secured by said Trust Deed, default having been made in its payment.

This March 20, 1918.
H. W. LYNN, Trustee.
March 23, 30; April 6, 1918.

CLEAR CHARGES OF FRAUD

Supreme Court Sustains Decision in
Fraudulent Election Cases at
Cincinnati.

Washington.—The effort of the Federal Government to punish alleged election frauds in Cincinnati on the ground that the fraudulent acts invaded Federal Statutes came to an unsuccessful conclusion when the supreme court affirmed the judgment of the United States court for the Southern District of Ohio in sustaining the demurrers entered by Edward Bathgate, John J. Burckhauser, Harry Coons, William Farrell, Oscar Glayer and Robert Ulrich. Justice McReynolds delivered the opinion of the court.

New Business in Tennessee.

Shelby County—Breeden Drug company, with authorized capital stock of \$50,000. Incorporators: C. C. Breeden, E. M. Breeden, A. D. Otis and W. D. Hayes.

Washington County—White City Laundry, with authorized capital stock \$10,000. Incorporators, O. E. Miller, James H. Miller, Glenn Miller, J. R. Miller and E. J. Vaught.

Nashville Business college, with authorized capital stock of \$10,000. Incorporators, Mrs. M. A. Garrett, Miss Lillie Myers, R. T. Wilson, Guilford Dudley and W. H. Gill.

Better Get License, Sonny.

Washington.—President Wilson, by executive proclamation, made it necessary for any person flying in the vicinity of military works or any part of the country designated as a zone of war-like operation or war-like preparation, to obtain a license.

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liams.

RED CROSS VESSEL SINKS

Steamer Florizel Lost With All On
Board, When Ship Is Tossed
On Rocks.

St. Johns, N. F.—The Hardy Florizel, of the Red Cross Line, pounded herself to pieces on the rocks of the Newfoundland coast, near Cape Race, and with 140 persons aboard, including 78 passengers, sank while watching only a short distance away stood ready to lend every assistance. Reports indicate that not a soul aboard the Florizel had escaped. Bodies are drifting ashore, telling the tale of the lost battle for life. The Red Cross liner crashed onto the rocks, only three or four ships lengths from shore. She was bound from St. Johns, N. F., to New York, via Halifax. A short time later a number of steamers and warships were dispatched to her assistance and a relief train was made up and sent on its way.

All during this time maddened seas, driven in the teeth of a raging blizzard, were breaking over the decks of the stranded vessel. Little by little her resistance—she was built especially for battling with the lashing weather of the Newfoundland coast—gave way, and with rescuers on every side, her last effort for life gave way and she went down with her entire complement, with the exception of seven bodies which previously had been washed ashore. Naval gunners shot a line across the bow of the submerged ship before she sank, but waited in vain for it to be hauled aboard. Just before darkness blotted the wreck from view five men, driven from the forecastle by the giant seas, were seen to climb the forward rigging signaling feebly for help. But when they failed to make fast the line it was feared they had succumbed to the cold and exposure. Those five were the only ones visible on board several hours after the ship struck.